

The Sydney Morning Herald.

PRICE THREEPENCE.—£3 PER ANNUM. VOL. XXX.

SATURDAY, FEBRUARY 8, 1851.

No. 4285

CASES FOR THE SUPREMACY COURT. For one book and under, 2s.; and 1s. for every additional book for each one-third.

FOR THE RICHMOND RIVER.
THE EAST-SAILING
WILLIAM AND JAMES,
who superintend every
other vessel that River is well known, will
on Monday next, weather permitting, for
the night or passage apply to the Captain,
on board, at Northwood's Wharf, Ealing-street.

A REGULAR TRADER FOR PORT
MAQUARIE.
The clipper Schooner
ELIZABETH JANE,
G. Mason, master, having
been detained by contrary
wind, will continue to receive cargo until the
wind changes.
THOMAS CROFT,
Agent.

A REGULAR TRADER FOR MORETON
BAY.
The fine first-class
schooner
TORO A,
H. Sholl, master, having
great part of her cargo engaged, will sail, weather
permitting, on Tuesday, the 11th
instant.
For freight or passage apply to the Master,
on board; or to
THOMAS CROFT,
Commercial Wharf.

FOR WIDE BAY DIRECT.
THE SCHOONER
VIXEN.
J. Williamson, master, hav-
ing the greatest part of her
cargo and passengers engaged, will positively
sail (wind and weather permitting) on Mon-
day, the 10th instant.
For freight or passage apply to the master,
on board; or to
THOMAS CROFT,
Commercial Wharf.

FOR WIDE BAY.
SHIP UNDER PROVISION TO
SAIL TUESDAY EVENING NEXT.
The clipper brigantine
ALBION,
130 tons, Kelly, master, having
arrived, will positively sail as
above, weather permitting. Her excellent
accommodations for passengers; for which or
freight apply at once to
JOHN MORRIS, Agent.
Albion Wharf, February 7. 2920

FOR MELBOURNE.
THE BRIGANTINE
HIRONDELLE.
W. H. Saunders, commander,
will positively go to sea on
Monday, the 10th instant.
This vessel is equal to any out of the
port; the cabin and stowage accommodations
are very superior, and everything necessary for
the comfort of passengers will be found on
board; beds, bedding, wines, spirits, and the
best provisions supplied by the ship. Extending
passengers are requested to inspect the elegant
accommodations of this fine vessel.
For passage only, apply on board, at the
Flour Company's Wharf; or to
R. M. SAYERS,
Port Phillip Packet Office,
489, George-street.

FOR MELBOURNE.
TO FOLLOW THE HIRONDELLE.
The clipper brigantine
PICARD,
100 tons, Burton, master, will
be ready to receive cargo to-
morrow, at the Flour Company's Wharf, and
will meet with dispatch.
For freight only, apply to
R. M. SAYERS,
Port Phillip Packet Office,
489, George-street.

FOR GELONG DIRECT.
The fine first-class
schooner
DELANDE,
300 tons, Burton, master, will
sail on Monday next, and proceed
to sea the first fair wind. For freight or
passage, having superior accommodations, with
every requisite found on board, apply on board,
at the Flour Company's Wharf; or to
SHEPARD AND ALGER,
Packer Office, 470, George-street.

FOR ADELAIDE.
(Will be detained until Tuesday morning.)
The fine fast-sailing
packet
LOUISA,
183 tons, W. Heslop, Com-
mander.
All goods intended for shipment by this
vessel must be alongside before 12 o'clock on
Monday; and passengers are requested to be
on board on Monday next, to receive proceeds to
sea at eight o'clock on Tuesday morning.
For freight or passage apply on board, at the
Queen's Wharf, or to
JOHN MACNAMARA,
Queen-street.

FOR AUCLAND.
The clipper Packet Brig
MAUKIN,
145 tons, Captain Bowden, will
sail in a few days.
For freight or passage apply to
WILLIAM WRIGHT,
Lower Fort-street.

FOR PORT NICHOLSON, DIRECT.
AND IF INDUCED IT IS OFFERED, WILL
PROCEED FROM THENCE TO THE CANTERBURY
SETTLEMENT.
The fast-sailing A1
BARGE
PACKET,
205 tons, A. Shiffley, master.
For passage and a limited quantity of
freight, immediate application is necessary.
WILLIS, MERRY, AND CO.,
Church-hill.

FOR THE CANTERBURY SETTLEMENT,
FOR PASSAGE ONLY.
The fine well-known
A1 brig
PRINCE OF WALES,
183 tons, Innes, master, will
sail on Monday next, and
proceed to sea the first fair wind.
For passage only, having splendid ac-
commodations—beds, bedding, provisions,
wine, beer, and spirits, found on board free of
charge, with superior stowage for ladies and
children.
For particulars apply on board, at the Flour
Company's Wharf; or to
SHEPARD AND ALGER,
Packer Office, 470, George-street.

NOTICE TO PASSENGERS PER JOHN
CALVIN.
PASSENGERS by the
above vessel are requested
to call at the office of the un-
derigned on Saturday (This
day) to enter their names on the list for clear-
ance at the Water Police Office.
J. B. METCALFE,
2916

FOR SAN FRANCISCO VIA HONOLULU.
TO SAIL ON THE 20th FEBRUARY.
The fine first-class
ship
MARY CATHERINE,
500 tons, J. J. Warner, com-
mander, has first-rate accommoda-
tion for cabin and stowage passengers, and carries a
surgeon. For freight or passage apply to the
captain, on board; or to
L. AND S. SAMUEL,
or to
J. B. METCALFE.

FOR SAN FRANCISCO.
The fine first-class barque
ALERT,
394 tons, register, Robert
Milne, commander. This
vessel's sailing qualities are first-rate, having
made the passage out from England in
ninety-seven days, and having only room for
a limited quantity of light freight, and a few
passengers, will have quick dispatch.
For freight or passage apply to
GILCHRIST AND ALEXANDER,
700, George-street.

FOR SAN FRANCISCO.
CALLING AT HONOLULU.
The splendid fast-
sailing A1 barque
ALERT,
394 tons, register, John P.
Kudley, commander.
Has all her deck weight on board, and only
room for a limited quantity of light freight.
Will sail first week in February. For freight
or passage, having superior accommodation for
cabin, intermediate, and stowage pas-
sengers, apply to
R. TOWNS; or to
GILCHRIST AND ALEXANDER.

FOR CALIFORNIA.
The fine first-class American
ship
MARITA,
424 tons, Henry Towne, com-
mander, will sail for San Francisco about the
15th February.
This ship is 7 feet 6 inches between decks,
and thoroughly ventilated.
She is now lying at the Circular Wharf, and
parties are invited to inspect her accommoda-
tions.
For a limited quantity of light freight or
passage apply to Captain Towne, on board,
or to
S. WILKINSON, Jnr.,
Marquise-place.

FOR SAN FRANCISCO DIRECT.
The fine first-class American
ship
ADIRONDACK,
1000 tons, Burton, master, having
all her deck weight engaged, will have quick
dispatch. For light freight or passage apply
to the Captain on board; or to
F. W. CLARKE,
Junction-street.

FOR CALIFORNIA.
CALLING AT POINT DE GALLE IF SUFFICIENT
INDUCED BY THE WIND.
The fine fast-sailing
ship
SIR GEORGE RYMOUR,
A1, 350 tons, Thomas Good-
son, commander. For freight or passage ap-
ply to the Captain, on board; or to
J. B. METCALFE.

FOR POINT DE GALLE AND MADRAS.
A1 Ship.
The fine fast-sailing
ship
DOLPH,
781 tons, William Dale, Com-
mander, will sail for the above ports on Satur-
day next.
SMITH, CAMPBELL, AND CO.,
Byring-street.

FOR MADRAS VIA POINT DE GALLE.
The A1 Ship
THETA,
1000 tons, is chartered to sail
for the above ports on the 10th
February next, and has room for a limited
quantity of freight. This vessel is sister ship to
the Kate; has superior accommodations, and
affords a splendid opportunity for reaching
England within 80 days from Sydney. Apply
to Captain Pain, on board, at Miller's Point
Wharf; or to
SWAIN, WEBBS, AND CO.,
or to
EDWARD N. BURGESS,
20, Macquarie-place.

FOR LONDON.
The remarkably fast
sailing ship
CHARLOTTE JANE,
730 tons, A1 for 13 years, Alexander
Lawrence, commander. This ship has
the whole of her deck weight and upwards of a
thousand bales of wool engaged, and will have
quick dispatch. Her cabin accommodations
are equal to those of any vessel in port, and she
carries an experienced surgeon.
Parties proceeding to England are invited to
inspect the accommodations of this exceedingly
fine vessel.
For freight or passage apply to the captain,
on board; or to
MACKINTOSH AND HIRST,
Queen's Wharf; or to
J. B. METCALFE.

FOR LONDON.
TO SAIL 20th FEBRUARY.
The new frigate
BLACKWALL,
1000 tons, A1 for 13 years,
(belonging to Messrs. Green,
of London). J. N. Thorne (late of the
Walmer Castle), Commander, having now
1000 bales of wool on board, and greater por-
tion of the remainder engaged, will sail as
above.
For cabin, intermediate, and stowage pas-
sage, the accommodations being of a very
superior character, apply to the Captain,
on board; or to
WILLIAM HINDSON; or
LYALL, SCOTT, AND CO.

FOR LONDON.
FOR PASSENGERS ONLY.
THE FINE BRIG
SALACIA,
A1, 300 tons, Robert Arm-
strong, Commander, has room
for three cabin passengers, at moderate rates.
Apply on the 18th instant. Immediate
application is necessary to the Captain, on
board, at Smith, Campbell, and Co.; or
J. B. METCALFE.

FOR LONDON.
The fine fast-sailing
first-class barque
KATHERINE WATFORD,
437 tons, William Wright,
Commander, has the greater portion of her
cargo engaged, and will have quick dispatch.
Her cabin accommodation is very superior, and
she takes a few stowage passengers.
Apply on board, at the Circular Wharf, to
FLOWER, SALTING, AND CO.;
or to
GILCHRIST AND ALEXANDER.

FOR LONDON.
The fast-sailing A1
barque
PRINCE OF WALES,
493 tons, register, Charles
Muir, commander, will be ready to receive
cargo in a few days.
Apply to
FLOWER, SALTING, AND CO.;
or to
GILCHRIST AND ALEXANDER.

FOR LONDON.
The A1 Clyde-built
sailing ship
TRAFALGAR,
628 tons, register, Walter
Wright, commander, has only a few small
quantities of wool, and will sail punctually on
14th February.
This fine ship has in an excellent accom-
modation for passengers, and has made several
very rapid passages to London. For freight or
passage early application is requested to Cap-
tain Wright, on board, at Campbell's Wharf; or
to
CAMPBELL AND CO.;
or to
ROBERT HOW.

FOR LONDON.
The fine fast-sailing A1
ship
HOOGHELY,
614 tons, A. Spruiell, commander, will sail
on the 20th of February.
For freight or passage, apply on board,
at Miller's Point Wharf; or to
THACKER AND CO.,
George-street.

FOR LONDON DIRECT.
The well-known fast
sailing ship
JOHNSTONE,
436 tons, O. M. T. B. Harri-
son, commander. For freight or passage,
(cabin, intermediate, or stowage,) apply to the
Commander on board, or to
MONTEFIORE, GRAHAM, AND CO.

FOR LONDON DIRECT.
To sail 10th March.
The well-known reg-
ular trader first-class
frigate-built ship
ST GEORGE,
500 tons O.M., John Jones, Commander. For
freight or passage apply to the Commander, on
board; or to
MESSRS. YOUNG AND CO.; or
MONTEFIORE, GRAHAM, AND CO.

FOR LONDON.
TO SHIPWRECK AT MORETON BAY.
The fine fast-sailing A1
ship
DUCHESS OF NORTHUMBRIA,
641 tons (belonging to Messrs.
Dundas and Sons, of London). S. Freeman,
commander, will take such cargo as can be
procured at Moreton Bay, and then proceed to
Sydney to complete her loading.
This vessel has splendid accommodations for
cabin, intermediate, and stowage pas-
sengers, and shippers and passengers are re-
quested to apply to Captain Freeman, on
board; or to Mr. G. H. RAY, North Brisbane;
or to
SMITH, CAMPBELL, AND CO.,
Sydney, January 8.

FOR LONDON.
FOR LIGHT FREIGHT AND PASSENGERS ONLY.
The fine fast-sailing
Liverpool-built barque
LAURA,
330 tons, register, Captain
Robert Dumbrell, will be despatched punctu-
ally on the 15th instant, and will have quick
dispatch. For freight or passage apply to the Captain,
on board, at the Flour Wharf; or to
SMITH, BROTHERS, AND CO.,
Bourke-street.

WANTED, conveyance
for Calcutta to Hongkong,
Amoy, or Shanghai. Apply to
Messrs. H. Moore.
Sydney, January 31. 2429

FOR SALE, the first-
class sailing vessel
of about 20 TONS, not lying off
Brodie and Craig's Wharf. The above vessel
is fit for any trade, as she only draws five feet
water. She has all her gear on board, and fit
for sea at a moment's notice. For particulars
apply on board, or to T. W. POORE,
Confessioner, 518 George-street. 2951

BOTTOMRY.—£250 is required,
upon the bottomry of the United States
barque Chief, of the burthen of 195 tons, and
of which Keller is master. Tenders are
invited.
F. W. CLARKE,
Junction-street.

SYDNEY MARINE ASSURANCE
OFFICE.
LYONS' BUILDINGS, 67, GEORGE-STREET.
Conducted according to the usage at Lloyd's,
under the direction of a Committee of Under-
writers.
Hours of attendance from 10 till 4.
Rates of Premium per cent. (free from average
unless agreed.)
Cotton 1
Wool 1
More Bay 1
Nelson 1
Port Otago 1
Tasmania 1
Port Cooper 1
Port Phillip 1
Portland Bay 2
China 2
Adelaide 1
Ladja 2
Manila 2
Hobart Town 1
Java 1
Auckland 1
Port Nicholson 1
California 1
N.B.—For goods insured with particular
average, an advance of premium is made of
from 1 to 5 per cent. on the above rates.
Time Risk (with particular average)
Long Voyages, per annum 8
Short ditto, ditto 10
Whaling ditto, 10 per cent. per annum, 7
The usual brokerage of 5 per cent. allowed.
SAMUEL H. SMYTH,
Broker.
January, 1851. 2913

PASSENGERS TO MORETON BAY.
TENDERS are required for the pas-
sage of the Chinese Immigrants per
Duke of Roxburgh, from Sydney to Moreton
Bay.
Early application is necessary, as the ship
will proceed in 48 hours, provided no satisfac-
tory arrangements be made having merely called
to Sydney for water.
HERBY MOORE,
Miller's Point, February 6. 2946

**GENERAL NOTICE TO SHARE-
HOLDERS.**
FURTHER LOANS will be made by
the Directors of the METROPOLITAN AND
COUNTY BUILDING SOCIETY, on Thursday,
30th instant, at 4 o'clock P.M., upon a basis of
5 per cent. interest, repayable as follows:—
For every £100 lent according to the Rates
for ten years, the borrower will have to pay
£1 5s. per month, or £150 in all, including
principal and interest.
To borrow a similar amount from a private
individual, at 5 per cent. interest, for ten years,
the borrower would have to pay £130, includ-
ing principal and interest.
No Book Subscriptions nor Redemption Fees
are required by this Society.
The Entrance Fees are limited to 10s. per
Share.
Head Office, 485, George-street.
ROBERT A. FLETCHER, Manager.

Share, 29th January, 1851.
SIR,—We, the undersigned, inhabi-
tants of the town and district of Yass, re-
quest that you will call a public meeting of
the inhabitants of the said town and district at
the residence of Mr. J. M. Munn, on the 17th
day of February next, for the purpose of con-
sidering the question of the proposed amalga-
mation of Yass with certain other towns which
are about to be created as Boroughs.
We are, Sir, your obedient servants,
J. M. BARR,
J. KELLIE,
JAMES WOOD,
M. W. SMITH,
MR. HOBART C. ALLMAN,
R. M. J. O'BRIEN,
WILLIAM FARLEY,
RESPECTFULLY REQUESTING YOUR ASSISTANCE.
JOSEPH GILCHRIST,
JOHN MORRIS,
J. J. BYLES,
P. J. ALKEM, JCY.
C. GILCHRIST.

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Share, 29th January, 1851.
SIR,—We, the undersigned, inhabi-
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quest that you will call a public meeting of
the inhabitants of the said town and district at
the residence of Mr. J. M. Munn, on the 17th
day of February next, for the purpose of con-
sidering the question of the proposed amalga-
mation of Yass with certain other towns which
are about to be created as Boroughs.
We are, Sir, your obedient servants,
J. M. BARR,
J. KELLIE,
JAMES WOOD,
M. W. SMITH,
MR. HOBART C. ALLMAN,
R. M. J. O'BRIEN,
WILLIAM FARLEY,
RESPECTFULLY REQUESTING YOUR ASSISTANCE.
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THE WENTWORTH SCHOLARSHIP.
FACTS.—If there are few communities which have
advanced so rapidly in material prosperity as
the colony of New South Wales—there are
none in which less has been done for the pro-
motion of the higher branches of education.
In the long period of sixty-three years, during
which the accumulation of wealth has been
gradually introducing amongst us not merely
the comforts, but the luxuries and elegancies
also, of a high state of civilisation; we could
not until within the last two years point to
any great public effort made for the purpose of
promoting a corresponding intellectual eleva-
tion. That approach can no longer be ex-
pected. The Legislature, at the instance of
William Charles Wentworth, Esq., one of the
wealthiest and most influential of our country-
men, has passed an Act establishing a University,
to be called the University of Sydney, and have
manipulated it with a sum in every way worthy
of the great object which it is designed to accom-
plish.
Thus after the lapse of more than half a
century of inactivity, the character of the
country has been nobly redeemed, and a com-
mitment has been made on a scale so large
and so comprehensive, that it is impossible to
doubt that it will be followed by a success
signal and enduring.
No longer compelled to send our children
to a distant country for instruction—thus
incur the expense of passage, and at great
expense, from parental care and control, and
rendering them liable to influences which have
too often operated most injuriously—we
shall now be enabled to procure at home to its
fullest extent, that high and pure education,
which has been the youth of the mother
country conspicuous, alike for their spirit,
their intelligence, and their honour.
In a little time, without leaving
their native soil, within their reach,
the means of fitting themselves for the most
elevated positions, and of enabling them to
discharge with credit the highest public
duties. The beneficial change which will thus
be wrought in our national character, is too
plain to require either comment or illustration.
Mr. W. Wentworth, the originator and sub-
stantial founder of this University, the public
owe a deep debt of gratitude to him, for the
thirty years of active public life, he has had
the good fortune to render many valuable ser-
vices to his country, but none of those services
can compare in importance to that which he
now performs for the sacred cause of education.
A great national benefit like this demands at
once such an acknowledgment as will show
that we are conscious of its importance,
both to us and to our posterity. This object
is proposed to carry out by founding, by public
subscription in connexion with the University,
a Scholarship, to be called the Wentworth
Scholarship. In the noble institutions of the
mother country there are many of these schol-
arships—some attached to particular colleges,
others to the Universities to which the college
burses, or endowments, in particular, have been
founded by the splendid and well directed lib-
erality of private individuals, whose names
stand honourably recorded amongst the best of
their country's benefactors. The incomes of
these scholarships, arising from the sums thus
given, are in many instances of £100 or
£200 a year; but most of them are of less amount.
The main object of them all is to encourage
and assist persons of humble means to obtain a
complete University education. Some of
these are founded for the benefit of the natives
of particular cities, or particular counties—some
for the benefit of persons bearing a particular
name, or educated in a particular school—
more for the benefit of the sons of a particular
class, or for those intended for a particular
profession. The elements of them may be held
good for a longer, some for a shorter,
period, with respect to all which, however,
it is an invariable rule

THE LATENT RESOURCES OF POLYNESIA.

CHAPTER IX.

Objectives to settlements arising out of imperfect Government, and an alleged disposition to violence on the part of the natives. — *Answers to those objections.* — Influence and power of European settlers in the islands. — The islands as a whole. — The islands as a whole. — The islands as a whole.

The second class of objections which are most commonly urged against the formation of permanent settlements on these islands, are the imperfect nature of their civil institutions (if such a term may be used in connection with the Polynesian Governments), and the alleged disposition of the islanders to resort to violence whenever their feelings of vengeance are aroused, or their cupidities excited.

It must be admitted, that the chiefdoms of the South Sea Islands, although in most cases sufficiently powerful for the coercion of the islanders who live under their control, and for dealing with other countries and tribes of the same low standing in civilization, are wholly insufficient for the demands of an European community, or for the control and regulation of its transactions. But experience has shown that these difficulties are more imaginary than real. The affairs of an European settlement, however small, will always be managed by those who are appointed by its founders to perform this duty; or by persons chosen from among the mass of settlers for the same purpose. The native rulers never interfere in these matters. For all local purposes, therefore, every such settlement or station is, in itself, a sort of state or colony. Frequently, indeed, the influence, if not the power, of the settlers, is still greater, and the chiefs themselves are their very humble servants, doing exactly as the white men require them to do. The missionaries, it is well known, acquire over the islanders whom they teach, an influence so great, that their very word is law. In some of the smaller islands, where the people form, as it were, a single congregation, under a single European or American missionary, that missionary is, for all practical purposes, the sovereign of the country. We find from their own works, that it is these gentlemen who make the laws, and lay down the rules for political and social organization. The heads of a well managed settlement, would acquire this species of influence, as easily as the missionary. The Polynesian islanders are conscious of their own inferiority, and they naturally seek aid and instruction from those who have already awakened their attention to the blessings of civilization.

All that the settler has to seek at the hands of the native chiefs, is protection against violence and disorder on the part of the islanders. At all those places where the labours of the missionary, and a partial trade, have created a sort of half civilization, this protection is most readily afforded; and it would not, as has been before remarked, be advisable to form permanent settlements at other places.

In the whole of the Pacific there is scarcely an island without some European or American residents. This is a proof that a settlement among the Polynesians is not so hazardous an affair as is imagined by many. And, unfortunately, too many of these settlers are of a very inferior class: men who have deserted from vessels, or have chosen to reside among the natives, in order that they may lead a life of indolence and indulgence. These "beach rovers," as they are sometimes termed, are often more dangerous to European visitors than any of the natives; for they stir up the latter to violence and rapine. They too frequently play the part which is said to have been played by certain white renegades among the Red men of America, when that country was first settled—that of leading their own countrymen to destruction for the sake of plunder.

But the main cause of those deeds of violence of which the islands peopled by the more barbarous tribes have been made the scene, has been the brutality of the sailors and soldiers who have frequented them. In most cases the white man has been the aggressor, and, although the innocent has been occasionally punished for the guilty, there has scarcely ever been an outrage committed by the islanders which has not been preceded by some act as bad as their own, if not worse, on the part of the strangers. Like all uncivilized races, the spirit of vengeance takes among the Polynesians, the place which justice ought to occupy.

Instances of violence on the part of the islanders have been often quoted. A few examples of the kind of proceeding in fashion among the worst kind of seamen and traders may not be amiss.

A whaling barque touched at the Island of Tanna, one of the New Hebrides, to trade for refreshments, such as yams, &c. A large quantity of these refreshments was purchased at a low price, but one of the natives had in his possession a yam of unusual size, for which he demanded a more than ordinary price. The sailor with whom he was trading refused to give what was demanded, and the native turned to go away with the yam still in his possession. Upon seeing this, the sailor took up a musket and deliberately shot the man who had thus refused to supply him with provisions at his own price.

Another whaler touched at Reynold's Island, where the natives came off to trade, and one of them stole an ox. One of the mates seeing this seized a musket, and without the slightest hesitation or warning fired into the midst of about five hundred naked savages who surrounded the ship, killing or injuring several of them.

The captains of two whaling vessels who were cruising off the coast of Timor landed at Point Mohor for supplies, and went to the house of the Raja. One of the gentlemen proceeded to purchase some sheep, but the other gentleman remained behind to insult the Raja's daughters in the presence of their parents, and not withstanding the remonstrances of the latter. Being compelled to depart and to leave the house, he vented his spleen upon the unfortunate sheep, throwing one of them from him with such force as to break its leg. Enraged at this treatment, the old Raja ordered them to leave the settlement, and as they were departing, he fired a musket at the brute who had so grievously insulted and annoyed him; but being, as it would appear, a bad marksman, he unfortunately hit the other captain, who had done no mischief. Thus the innocent suffered for the guilty.

A vessel put into the Fijees for refreshment, and the master induced a native female to visit him on board. She refused, however, to remain, and sprang overboard to swim ashore, when this monster in human form, coolly shot her. This too entailed punishment on the innocent; for the Chiefs laid a plan to avenge this crime, by seizing the ship and murdering all hands, in which plan they succeeded.

Fourteen years ago, the crew of a vessel called the *Falcon*, which had been cast away on the reef which surrounds the Island of Bonaparte or Ascension, were murdered by some of the natives, on a small island near one of the harbours. The natives themselves say, that even in this case the provocation was given by the strangers, the surgeon of the vessel having beaten the chief in sight of his people. Judging, however, from various circumstances which have since occurred, it is very probable that a desire of vengeance for injuries received at the hands of other white men had a great share in the incitement of the natives to this crime.

Since the loss of the *Falcon*, and before the traffic with Ascension became so extensive as at present, the island was visited by a small vessel from one of the Australian ports. Two of the men from this vessel deserted. Now the loss of two men on a cruise of this kind is a serious matter, and we should not have blamed the Captain for any reasonable attempt which he might make to get them back. He did not, however, act reasonably, and he did not get his men back. He hung, at the yard arm, one of the chiefs who came on board, repaying confidence in his honor and hospitality; he fired his cannon at a house where the chiefs were assembled in consultation; and not satisfied with this treacherous and sanguinary retaliation, he sailed to the Haven Islands, where he slaughtered all the natives, except one. This one survivor of a butchered race was some time after deliberately, and in cold blood, shot by an American deserter.

Cases of this kind might be multiplied ad infinitum. The early history of the Hawaiian Islands furnishes many such. But details of this nature are disgusting. Those already quoted, may serve to show that the example set by these uncivilized races by their civilized brethren, is often far from a good one. But the greater crimes only have been touched on. Instances of petty tyranny are very common. Englishmen, in particular, seem to entertain a belief that as "Britannia rules the waves," they have a right to act as they please in these remote parts of the world, and the islands of the South Sea. The French and Americans engaged in itinerant trading are not much better.

At all the places where settlements or stations of the better class have been formed, and where the natives are treated with kindness, a perfectly good understanding exists between the two races.

THE SANITARY STATE OF SYDNEY.

NO. II.

[FROM OUR SPECIAL REPORTER.]
George street from the Bon Accord Wharf to Hunter street, down the latter Street to its junction with Spring street, and from Spring street to the Circular Quay.

ANY person taking a walk up George street as far as Hunter street, would pass through a very bustling part of Sydney. He would see evidence, in all directions, of the business character of the city; and, did not a bright Australian sun remind him that he was not in happy England, the appearance of this neighbourhood would almost lead him to conclude that he was in a good second-rate seaport town at home. The "noise and busy hum of men," the shops on both sides of the street, containing almost everything that the art and ingenuity of the mother country produces—the constant passing and repassing of hundreds of persons whose activity show that they are on business of an important character—all these things would make a favourable impression on the stranger. He might not have cause to think very highly of the paving or of the cleanliness of the streets, or of the regularity of some of the old-fashioned houses, but he would perhaps feel satisfied with the appearance of a colonial town. An Englishman's notions of home are so flattering, that he soon sees the very idea of comparing any other country with it. Perhaps he is right; although his views may be put down as childish. But there can surely be no harm in thinking highly of one's country or her institutions, so long as we are not prejudiced too far.

Turning down Hunter street from George street, and following the former street to its termination, and are immediately in the Belgravia of Sydney. Here are buildings and streets that would do credit to any part of London; a very few minutes' walk would bring us to the beautiful Domain, with its very fine race-regard and splendid Botanical Gardens. It is here that we have a good view of Sydney, of the picturesque Woolloomooloo of the North Shore, of the matches harbour, with some of the finest shipping in the world—the stars and stripes of the New World flying beside by the British ensign, — the flag that has braved a thousand years, and oft also may be seen here the tri-colour of France, and the flag of all the northern maritime nations of Europe.

But supposing we cut short our walk in Hunter street, and turn to the left along Spring street, continue our tour to the western side of the Circular Quay, cross the Bon Accord Bridge (at the cost of one penny) into George street, we shall then make a *cordon* around a very small part of Sydney, but it is a part of which the citizens generally know as little as they do of Pekin or the empire of Japan; but it is that they may be better acquainted with this place, that the public may know what it does, as well as what it does not contain, that we now invite the attention of the reader.

The first thing that strikes us is a very unpleasant smell—nothing very uncommon in Sydney; but its durability is unusually long, for it follows us from Hunter street until we arrive at the Circular Quay—some quarter of a mile, when the city is lost in the fine sea breeze; the *periphrasis* is the only anti-cholera agent which we possess. But whence comes this leviathan of smells—it is from an open sewer of some quarter of a mile in length, and of varying breadth—sometimes narrowed to twenty or thirty feet, then widening to as many yards, and supported on either side by masses of every size, form, and description—sufficient to fill every inch in the lane, and did they but require a cargo of putrid matter, this leviathan of smells—it is from an open sewer of some quarter of a mile in length, and of varying breadth—sometimes narrowed to twenty or thirty feet, then widening to as many yards, and supported on either side by masses of every size, form, and description—sufficient to fill every inch in the lane, and did they but require a cargo of putrid matter, this leviathan of smells—it is from an open sewer of some quarter of a mile in length, and of varying breadth—sometimes narrowed to twenty or thirty feet, then widening to as many yards, and supported on either side by masses of every size, form, and 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of the shaft, and to harness the fresh ones, and it starts with a fresh driver towards the station, while the first party returns with the empty cart, which will be employed for the next trip. In the mean time the mail proceeds to the station, where horses and driver are changed, and the route is continued to the spot midway between it and No. 2, where the changing process will be renewed, and so on to the end of the journey.

In the following calculation we have given 120 miles as the average daily progress, which all who have had experience of Australian mail travelling will consider to be a very moderate estimate. This makes the overland journey ten days (180 miles) to Sydney; twelve days (1440 miles) to Adelaide; and twelve days and a half (1500 miles) to Port Phillip. This, with 13 days from the Gulf to Singapore, and 40 days from Singapore to England, give 63, 65, and 64 days as the respective distances from England. Sydney would neither gain nor lose, as the route by steamers a rough estimate has been calculated to occupy exactly the same period, but Adelaide and Port Phillip will gain immeasurably. Certainly the colonies would have no further occasion to dispute as to which should get the mail first. The Electric Telegraph, when it is established, will, of course, give them the news almost at the same moment.

The advantages and disadvantages of the new route are balanced thus:—

The £6000 voted by the Legislative Council of New South Wales will be expended within the territory on internal improvements, a subject on which the members, as will be seen by the debate, given in another column, were rather anxious.

It will give useful employment to the surplus horse stock, which is now accumulating on the hands of the settlers until it threatens to become a national plague.

If the colonists should feel inclined to keep up a weekly communication with the old world, it may be effected without additional expense as far as the overland part of the route is concerned. The weekly mail, which the steamers necessary to keep up the communication with Singapore could be laid on at an expenditure less by one-half than that required to keep up the monthly communication via Torres Straits, with the exception of the largest class only would be effective.

The disadvantages are entirely of a negative description. Passengers between the colonies and the mother country, unless they are willing to submit to the jolting of the mail cart—but this would soon be remedied, for if once the colonies could be brought to agree on the matter, the weekly mail, which a monthly line for the heavy mails via Torres Straits could be supported, as well as the overland line.

In conclusion, we beg to state that we have examined the natural bias in favour of the Singapore line to tempt us to over-colour the picture. Our chief object has been to arouse the southern colonists to a sense of the singular spectacle presented by the debate to which we have listened, and to induce the representatives of an active and enterprising people meet together, not to discuss the merits of a question of vital importance to the nation, but calmly to award the golden apple to the most deserving of the contending parties who are contending for the prize. A little exertion would place them in a position to lead, where they now follow, and by putting their shoulders to the wheel, they might far outstrip the staid and unimaginative Puritans, the staunchest of colonists: "God helps those who help themselves."

CENSUS.
(From Tuesday's Supplement Gazette.)
Colonial Secretary, Office, Sydney, 4th February, 1851.—His Excellency the Governor is pleased to direct the publication of the following circular, which has been addressed to the several Police Magistrates, and to the Magistrates, and Commissioners of Crown Lands, with a view of explaining the nature of the duties devolving on them, under the provisions of the Act of the Governor and Legislative Council, 14 Victoria, No. 18.

Circular.
Colonial Secretary's Office, Sydney, 14th January, 1851.

I am directed by His Excellency the Governor to offer the following observations for your guidance in carrying out the provisions of the Census Act, 14 Victoria, No. 18.

1. The first duty devolving upon you is to ascertain the number of persons residing in your district on or before the 15th of February, 1851, and to return a statement of the result to me by the 15th of March, 1851, a copy of which is enclosed for your easy reference, and to these limits you should strictly adhere.

2. In the next place, you are required, on or before the 15th of February, to appoint proper persons to collect, within your district, the information required by the Act. It is of great importance that in the selection of individuals to be appointed, you should select persons of sufficient education, intelligence, and capacity, should be chosen. Every such Collector should be required to sign and deposit with you a declaration of his acceptance of office, in the form of the enclosed.

3. The number of Collectors to be appointed will be left to your discretion. But although the Governor does not wish to fetter you in this respect, His Excellency desires strictly to impress upon you the necessity of observing a strict economy, in order that the entire expense of taking the census may be kept within the amount provided by the Legislature to meet this service. Whilst on this subject, I may remark that it is very desirable that the census should be taken in the shortest possible time, consistent with accuracy. And on the other hand it must be borne in mind, that the fewer the Collectors employed, the less risk will there be of inaccuracy in the apportionment of the work, and in the ultimate completion of the returns. You will therefore, if it be believed, best consult the public interest, and at the same time ensure the accuracy of the census, by endeavouring to procure the performance of the work by the smallest number of Collectors in the shortest period. For, independently of any consideration of economy, the census is a periodical return, and the census returns are the basis of the taxation of the colonies, and the census returns are the basis of the taxation of the colonies, and the census returns are the basis of the taxation of the colonies.

4. In those districts in which it is found necessary to employ more than one Collector, each Collector should be assigned to him a distinct portion of the district, and the names of the persons residing in each portion should be ascertained and checked by this means the inaccuracy of any individual may be previously known, and any further irregularities given to him which may be considered necessary, and if found incompetent, some other person may be selected for the duty.

5. From the memorandum at the head of Schedule A, annexed to the Act, it will be perceived, that it is intended to leave a copy of the form A of each house or establishment in the District at some time previous to the 1st March, in order that it may be properly filled up by the householder, at his leisure, and delivered to the collector when called for. By this means, it is hoped, much time will be saved to the collector, and it will explain to you, how

ever, that this arrangement has reference chiefly to towns, and the more populous rural districts. In thinly inhabited districts, and especially those in which the population is small, the collectors will have to travel a considerable distance, firstly to deposit his form, and again to obtain it duly filled up, it may be desirable to adhere to this plan. In cases such as I have alluded to, you will adopt the course which you deem most likely to secure the desired end.

10. In filling up the heading of each form, the following particulars should be distinctly stated, viz: The County, the Commissioner, the district, by whom the collector is appointed, the name of the collector, the name of the house, and the name of the street, &c., if in a town. In the County of Sydney, and not elsewhere, the parish must also be stated, and in Sydney, the Ward of the City.

11. The collector in seeking any information required by the Act should studiously avoid anything likely to give offence; and they should be reminded that, under the provisions annexed to the 3rd clause, they are not at liberty to ask any person directly any question relating to his or her civil condition.

12. The collector should be reminded that, under the provisions annexed to the 3rd clause, they are not at liberty to ask any person directly any question relating to his or her civil condition.

13. When the collector calls on each house, he should carefully peruse and examine each paper, in order that he may be enabled to detect any error, and to supply any deficiency before leaving the house or establishment.

14. I believe I need not offer any observations to the mode of filling up the Numerical Return, as the form is so plain, and so self-explanatory, that it requires no further explanation. In and in regard to the Numerical Return, which is very simple in its details, what is principally required is, that it should be filled up intelligently and accurately, and that each person, who is the head of a household, or employer or employee, if this be not done, it will be impossible for you, with any degree of confidence, to prepare that part of the census which relates to the occupations of the people.

15. It is concluded that in remote districts the heads of establishments will in many cases include the names of the persons who are engaged in the occupation of the establishment, and in some cases the names of the persons who are engaged in the occupation of the establishment, and in some cases the names of the persons who are engaged in the occupation of the establishment.

16. The forms, when duly filled up, should be numbered and delivered to you on or before the 15th of March, 1851, and you should be required to make before a Magistrate a solemn declaration of their accuracy, in the form annexed to the Act, marked B. They should then be sent to you in regular series for each case, and it would be well to conduct to each case a distinctive letter were attached to each series. For example, in the police district of Sydney, the returns should be sent to you in regular series for each case, and it would be well to conduct to each case a distinctive letter were attached to each series.

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INTESTATE ESTATES.
The following is a Return made under the Act of Parliament, 22nd, 23rd, and 24th, of the Legislative Council of New South Wales, 1850, No. 24, of all monies received, paid, and invested, in the Commercial Bank of Sydney, from the 1st of January, to the 31st of December, 1850, inclusive:—

Thomas Ashby, late of Queensland; money received, £5; money paid, £5; date of order to collect, February 14, 1850.

Thomas Snow, late of Seone; money received, £3 18s 6d; money paid, £3 18s 6d; money in hand, £14; date of order to collect, October 16, 1850.

Francis White, late of Sydney; formerly of London; money received, £420 16s 2d; money paid, £0 14s 7d; money in hand, £333 17s 7d; date of order to collect, November 11, 1850; full down dead in George street, Sydney.

John Swan, late of Gundagai; money received, £7 18s 6d; money paid, £5 3s 2d; money in hand, £138 7s 6d; date of order to collect, October 16, 1850.

John Stack, late of Darling Downs; money received, £27 17s 10d; money paid, £16 3s 11d; money in hand, £40 13s 11d; date of order to collect, December 2, 1850.

Joseph Rodoli, late of Brisbane; money received, £5 18s 6d; money paid, £5 18s 6d; money in hand, £14 1s 4d; date of order to collect, December 2, 1850.

William Ryan, late of Cooma; money received, £3 18s 6d; money paid, £7 11s 6d; money in hand, £31 1s 4d; date of order to collect, February 14, 1850.

Mary Heyde, late of Sydney; money received, £12 12s 6d; money paid, £12 12s 6d; money in hand, £12 12s 6d; date of order to collect, February 14, 1850.

John Hendry, late of Tarban Creek; money received, £2 4s 1d; money paid, £3 6s 1d; money in hand, £2 4s 1d; date of order to collect, November 28, 1850; a lunatic; died at Tarban Creek.

Walter Heath, late of Queensland; money received, £5 18s 6d; money paid, £2 5s 7d; money in hand, £3 13s 6d; date of order to collect, February 14, 1850; more assets expected.

Joseph Dickinson, late of Clarence River; money received, £15 10s 6d; money paid, £1 3s 4d; money in hand, £16 4s 10d; date of order to collect, December 1, 1850.

Charles Bradley, late of Richmond; money received, £4 6s 1d; money paid, £4 6s 1d; money in hand, £39 4s 1d; date of order to collect, October 16, 1850; more assets to be received.

James Anderson, late of Cassilis; money received, £2 4s 1d; money paid, £4 6s 1d; date of order to collect, December 18, 1850.

James Nashit, late of Sydney; money received, £17 6s 1d; money paid, £1 7s 6d; date of order to collect, October 16, 1850.

Donia Hyatt, late of Murrumbidgee River; money received, £16 2s 6d; money paid, £6 8s 4d; money in hand, £10 10s 10d; date of order to collect, March 30, 1850.

James Ryan, late of Liverpool; money received, £12 12s 6d; money paid, £110 19s 5d; money in hand, £1 10s 10d; date of order to collect, September 25, 1850; killed by a savage.

William Carney, late of Goulburn; money received, £1 19s 4d; money paid, £1 19s 4d; date of order to collect, October 16, 1850; all funds paid out.

John Wallace, late of Goulburn; money received, £1 19s 4d; money paid, £1 19s 4d; money in hand, £4 3s 4d; date of order to collect, July 16, 1850.

James Ramsey, late of Frederick's Valley; money received, £3 1s 1d; money paid, £3 10s 6d; date of order to collect, April 30, 1850; all funds paid out.

William Travis, late of Raymond Terrace; money received, £1 4s 1d; money paid, £1 4s 1d; date of order to collect, July 1, 1850; all funds paid out.

Francis H. Trevellick, late of Sydney; formerly of Leeds; money received, £28 4s 1d; money paid, £28 4s 1d; date of order to collect, July 1, 1850; all funds paid out.

Michael Shindler, late of Moulmein; money received, £4 6s 1d; money paid, £4 6s 1d; money in hand, £3 6s 1d; date of order to collect, October 16, 1850.

George Radcliffe, late of Tamworth; money received, £24 18s 6d; money paid, £10 10s 10d; money in hand, £7 12s 11d; date of order to collect, July 1, 1850.

John Fisher, late of Tamworth; money received, £23 6s 1d; money paid, £23 19s 7d; money in hand, £6 11s 11d; date of order to collect, May 27, 1850; disappeared suddenly, and not having been since heard of, is supposed to be dead.

Andrew Long, late of Allyn River; money received, £10 11s 1d; money paid, £6 19s 1d; money in hand, £3 11s 11d; date of order to collect, September 9, 1850.

James Ryan, late of Yass; money received, £4 6s 1d; money paid, £4 6s 1d; date of order to collect, March 30, 1850; all funds paid out.

John Gwynne, late of Sydney; money received, £15 10s 6d; money paid, £5 12s 10d; money in hand, £5 12s 10d.

James Farrell, late of Queensland; money received, £11 3s 1d; money paid, £9 10s 10d; money in hand, £1 7s 11d; date of order to collect, first anniversary of death, 1850.

John Fisher, late of Tamworth; money received, £10 10s 10d; money paid, £10 10s 10d; date of order to collect, May 10, 1850.

George Ryan, late of Sydney; money received, £1 19s 4d; money paid, £1 19s 4d; money in hand, £4 3s 4d; date of order to collect, July 1, 1850.

W. H. Edington, late of New England; money received, £19 2s 6d; money paid, £27 2s 6d; money in hand, £19 2s 6d; date of order to collect, May 16, 1850.

William Darnell, late of Murrumbidgee River; money received, £20 14s 1d; money paid, £4 6s 1d; money in hand, £16 7s 1d; date of order to collect, October 16, 1850.

William Chambers, late of Carcraig; money received, £135 15s 9d; money paid, £7 18s 1d; money in hand, £127 17s 8d; date of order to collect, July 1, 1850.

George Montgomery, late of the Gleebe, near Sydney; money received, £13 6s 1d; money paid, £12 3s 4d; money in hand, £1 2s 7d; date of order to collect, October 16, 1850.

Samuel Wilson, late of Penrith; formerly of Ireland; money paid, £41; paid into bank, £16 6s 1d; money in hand, £16 6s 1d; date of order to collect, July 27, 1849; a mendicant; free by statute.

Francis Riley, late of Gwyder District; money paid, £3 10s 10d; paid into bank, £7 19s 2d; money in hand, £7 19s 2d; date of order to collect, October 16, 1850.

Samuel Collins, late of Darling Downs; money paid, £3 10s 10d; paid into bank, £3 10s 10d; money in hand, £3 10s 10d; date of order to collect, July 1, 1850.

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Samuel Collins, late of Darling Downs; money paid, £3 10s 10d; paid into bank, £3 10s 10d; money in hand, £3 10s 10d; date of order to collect, July 1, 1850.

George Montgomery, late of the Gleebe, near Sydney; money received, £13 6s 1d; money paid, £12 3s 4d; money in hand, £1 2s 7d; date of order to collect, October 16, 1850.

Samuel Wilson, late of Penrith; formerly of Ireland; money paid, £41; paid into bank, £16 6s 1d; money in hand, £16 6s 1d; date of order to collect, July 27, 1849; a mendicant; free by statute.

Francis Riley, late of Gwyder District; money paid, £3 10s 10d; paid into bank, £7 19s 2d; money in hand, £7 19s 2d; date of order to collect, October 16, 1850.

Samuel Collins, late of Darling Downs; money paid, £3 10s 10d; paid into bank, £3 10s 10d; money in hand, £3 10s 10d; date of order to collect, July 1, 1850.

George Montgomery, late of the Gleebe, near Sydney; money received, £13 6s 1d; money paid, £12 3s 4d; money in hand, £1 2s 7d; date of order to collect, October 16, 1850.

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